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HONGKONG OFFICE: 10A, DES VOSGES ROAD C

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The Daily Press.

HONGKONG, MARCH 11th, 1908.

We readily publish the letter that appears elsewhere over the signature of the Crown Solicitor, but it may be as well to state clearly that Mr. Bowley does not and cannot mean that the *Daily Press* was responsible for any one of the "many misleading and incorrect statements" he complains of. The technical aspects of the case of *Lu Kai-shing* we have left severely alone, though we believe we were the first to disagree with the Magistrate's decision to extradite him. We did so disagree simply and solely on the evidence. The Crown Solicitor says "if he proves that his surrender has been demanded in order to try or punish him for an offence of a political character, the accused cannot be surrendered." The Magistrate did not think such proof had been given. We did. We therefore urged as strongly as we could that the man *Lu Kai-shing* should not be delivered up to the Chinese. Then, when we somewhat tardily realized that the man had other friends, and that his case was still *sub judice*, we dropped the subject. Recently, finding that after all he was not likely to be handed over to the vindictive hands of Chinese officialdom on a trumped up charge, we let well alone. It was true that he was saved by technicalities, but that did not seem to us to affect the main

issue, and we were content to let the lawyers argue points of procedure amongst themselves. Laymen run a certain risk of making "misleading and incorrect statements" when they venture to discuss technicalities about which the professionals differ. There is one direction in which the Crown Solicitor may consider we erred, seeing that he expresses concern about reflections "on the conduct of the Chinese Government and Chinese Officials." On Sept. 14th 1907, we submitted that whether the British indulgence toward political offenders be wise or not, it is, there, embodied in the law, and that therefore the only real issue to consider was whether *Lu Kai-shing* was a bona-fide political offender entitled to the protection of the ordinance, or a mere criminal for whose fate we need have no concern. Our weighing of the evidence inclined us to the former view. As we said then, "That the man was a common, thieving, murdering rascal we find it difficult to believe. Who would find the money for the defence of such a one?" And now we may add, "Is it likely that so many respectable Singapore merchants would subscribe and petition on his behalf, if he were not something other than an ordinary criminal?" But we do not suppose any one requires argument on that head now. The Magistrate at that time, as the Crown Solicitor does now, deprecated any implication of motives to the officers of "a neighbouring and friendly power." This kind of squeamishness, where a grave issue is concerned, makes us impatient. Why will men of commonsense play with real life in this sentimental way, instead of looking things frankly in the face? Politeness and delicacy have their value; we would be the last to belittle them; but in (say) rescuing a lady from a deadly peril one does not take her gingerly by the finger-tips with one's hat, off and a gently murmured "Permit me, Madame." Scorning humbug, we boldly claimed the right to look at least into the possibilities of the Chinese demand for this man's rendition. At the same time we frankly showed that in so doing we were not moved by loathing or contempt of the Chinese. We simply faced the truth, and recognised their point of view. "None but an uncommonly scrupulous man," we said, "is going to be agitated at Russia or China if, in their anxiety to get hold of some serious political offender, they adopt some such machiavelian method of getting round the, to them, inexplicable squeamishness of the British where a political offender's fate is concerned. We are not shocked by it, but as commonsense individuals we would keep our eyes open for it, and see to it carefully that our ideas of justice are not so circumvented." If that sort of plain, horse sense does not count for far more than the flinching nicety of some of those who have been splitting straws while *Lu Kai-shing's* life hung in the balance, it ought to. The Crown Solicitor may be right in pointing out the errors of the amateur lawyers, which we were certainly never foolish enough to risk, but we think his tenderness for Chinese officialdom quite absurd and unequalled for, and want to say so as plainly as we can. The worst of it is that these gentlemanly qualms are merely legal and conventional. We honestly believe that "in his heart of hearts" Mr. Bowley, with his knowledge of Chinese ways, would never dream of repudiating the possibility of such applications being made in bad faith. That is all we want men to admit, honestly. Then it is easy to go on to the point we made last year, that "it is not only 'open' to us to consider such a suggestion, but our duty to take it up" and investigate it, whether the result be for or against the "neighbouring and friendly Power." In this case, we still think the evidence was against the good faith of the Chinese applicants, and we see no real reason why it is not right to say so.

An Act has been passed by the Oklahoma Legislature making it a punishable offence for the proprietor of any hotel in the State to use bedsheets less than nine feet in length, or to expect his customers to use cracked china-ware.

A magisterial inquiry was conducted yesterday into the circumstances surrounding the death of Wong Wun, a prisoner in Victoria Gaol. The medical testimony was to the effect that death was due to natural causes and the jury returned a verdict accordingly.

During the Suffragists' escapade last month a photographer, with camera poised, was about to snapshot a woman who was in the grip of two constables. She saw his purpose, and begged to be allowed to free her arms for a moment in order that she might straighten her hat.

A lecture was to be delivered in the school gymnasium of the Duke of York's Royal Military School on February 28th, by Sir Frank Swettenham on "Stanford Kaffies," when the chair was to be taken by Sir Charles P. Lucas, Assistant Under-Secretary of State for the Colonies.

Another step has been taken to remove the differences between Manchus and Chinese. The Throne has now granted a memorial tending to place Chinese and Manchus on an equal footing in regard to punishments. Manchus will henceforth be judged in the same court as Chinese, and the former Manchu judges will be abolished.

Mr. Metcalf, Secretary of the U.S. Navy, has asked Congress for \$14,000,000 for the construction of four battleships, four scout cruisers, four destroyers, four submarines, one ammunition ship, one repair-ship, two mine-laying vessels, and four colliers. Congress fearing a deficit in the revenues for this year, will probably reduce the appropriation to about \$8,000,000.

An amateur artist, seated in a ricksha at the foot of Wyndham Street and painting the flower market, attracted considerable attention yesterday morning. He was surrounded by a mob of curious Chinese and had it not been for the presence of an Indian policeman the thoroughfare would have been obstructed by the idle curious. Coolie heads seemed to obstruct the view of the artist.

"The Na Spein Leag of Amurrika," says the "Glasgow Herald," "just added 75 more words to the language. 'Tiss' and 'tugg' are two of the worst. It would give us a little feeling about the diagram to eat an egg spelt with 'wun' 'g.' We got a nussess thru all our lums at the site of such forswards as 'agass' and 'gard' 'lam' and 'inditted.' There are about sixty more; but these are more than enough for wun paragraf."

A inquiry took place at the Magistracy yesterday before Mr. H. H. J. Gompertz and a jury into the circumstances attending the death of a Chinaman who has been identified as Chan Kit Sing. On the 1st instant in stepping from a tram in Des Voeux Road he got in front of another which was coming in the opposite direction. He was knocked down and received injuries to which he succumbed later in the hospital. The jury found that no one was to blame, and returned a verdict of death from misadventure.

The House of Representatives Committee on Naval Affairs has passed a resolution recommending the House to make an appropriation to build two battleships of the *Delaware* class instead of the four recommended by the Navy Department which President Roosevelt urged Congress to sanction. The committee also recommends the building of ten destroyers and eight submarines. A total appropriation of \$101,000,000 for the fiscal year is requested for the naval establishment.

Mr. Root, Secretary of State, and Mr. Jusserand, the French Ambassador, on February 10 signed a treaty to submit to arbitration any issue which may arise between France and the United States. The Treaty must be submitted to the American Senate and the French Executive before it can become effective. In the meantime the provisions of the Agreement are being withheld from the public. It is understood, however, that it has been drawn up in accordance with the recommendations of the last Hague Conference.

By kind permission of Lieut.-Col. W. S. Ritch and Officers, the band of the 2nd Queen's Own Cameron Highlanders will play the following programme of music, at the King Edward Hotel, during dinner, on Thursday the 12th inst. (weather permitting).
March... "Wiener Kinder"... Krimmling Overture... "The Barber of Seville"... Rossini Selection... "Miss Hook of Holland"... Raben and Talbot Waltz... "The Blue Danube"... Strauss Euphonium Solo... "Single Aveu"... Thomas Selection... "Falk"... Chaussegros Polonaise... "Makon"... Chaussegros "La Mattheiche"... Borel Clerc God save the King.

The Lisbon correspondent of the "Matin" has had an interview with Vice-Admiral Ferreira do Amaral in the course of which the new Premier said: "I am a man with no political programme. All we ask is simply that the laws may be respected and public order not disturbed. Personally, I am not a politician. I am a sailor, accustomed to knowing danger when I come across it, and to going wherever I may be ordered." Speaking of the King, the Premier added, "He is a young man, with no disposition to exceed due bounds. He has broad and noble ideas, and a heart thoroughly Portuguese."

Not long ago Mr. Andrew Carnegie, who was a guest of honour at a dinner given at Pittsburg, told the following story showing the remarkable reverence evinced in certain parts of Scotland with reference to the sacredness of the Sabbath. An Englishman passed one Sunday in a little country inn not far from Edinburgh. As the tiny parlour of the place was exceedingly stuffy, the unthinking Briton proceeded to open one of the windows. "What are you about, man?" demanded the owner of the place, with great severity, as he entered the room just in time to prevent the execution of the Englishman's design. "Ye can hae no fresh air in this house on the Sabbath; six days are enough for that, mon!"

On Monday evening the Y.M.C.A. Literary and Debating Society's "Parliament" discussed the Bill for prohibition of the circulation of Chinese Subsidiary Coin in the Colony. Mr. Kingsbury, introducing the Bill, was very interesting in reviewing the history leading up to the existence of this evil. Captain Brown followed and said that the Opposition were prepared to support the principle, but failed to recognise that the Bill before the House was a practical solution of the problem. He was supported by Messrs. Bevan, Lowry, McPherson and Dransfield. The Government seemed reluctant to say much and only Messrs. Edwards, Sutton and Captain Baker spoke in defence of the Bill. It was decided that the Bill should be discussed in Committee next Monday.

The President, in the course of a letter, deals with the charges which have been made against him by his political enemies of using Federal patronage to help Mr. Taft in his campaign for the Presidential nomination. Mr. Roosevelt shows in the letter, which contains some three thousand five hundred words, that the insinuations have greatly irritated him, and he hotly denounces the charges as false and malicious in every line.

A girl in Denmark wishing to add views of New South Wales to her collection of picture postcards, selected a card with a pretty rural scene of the home in which she lived, and addressed it in English: "To the dearest girl in the biggest school in Sydney, and would she please send a card in return?" The mail arrived in Sydney, but the post authorities were perplexed. The "British Australasian" says, as to whom they should deliver the letter. However, the card was delivered by the postman to the Girls' High School, in Elizabeth-street. The receipt of the card by the 500 girls there aroused a spirit of emulation, and each is forwarding a card to the Danish girl.

Following the suggestion which has been made in certain quarters that an interchange of views should take place between representatives of the Colonies on the subject of the admission and treatment within their areas of alien coloured races, Lord Amthill has given notice that on an early day in the House of Lords he will ask the Government whether they intend to take steps to invite the Governments of the Colonies to discuss, by conference, or otherwise, the question of the treatment of Asiatics in the Colonies with a view to arriving at an agreement upon general principles of Imperial application. In support of such a course his lordship on the same occasion will inquire whether the Government do not consider that the recent action of the Canadian Government in regard to Japanese, and of the Transvaal Government in regard to British Indians, both conspicuous demonstrations of the belief of the Colonies in the paramount importance of Imperial unity, is sufficient proof that the Government of the Colonies would welcome an opportunity of further considering this important subject.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals acknowledges, with thanks, the following donations to the funds of the Hospitals:

Hongkong and Whampoa Dock Co.	\$100
Palmer and Turner	25
A. Ross & Co.	25
Yong Kee & Co.	25
Yokohama Specie Bank	25
Krusa & Co.	25
J. B. Michael & Co.	15
W. H. Wickham	15
H. G. Calthrop	10
Aquarius Co.	10
L. Gibbs	10
E. Hinds	10
Kelly & Walsh	10
B. Layton	10
N. Mody & Co.	10
H. M. H. Nemas	25
W. B. B. B. B.	25
Tai Shing Paper Co.	20
Hongkong Milling Co.	20
S. W. Two	20
Dorabjee & Son	15
Abdoos & Co.	11
D. Dorabjee	10
D. Chadwick Kew	5
Kuhn Komor	5
Levy Hermanos	5
E. Neidhardt	5
H. Ruttenberg	5

FATAL FIRE.

Early yesterday morning fire was discovered to have broken out in a grocer's shop in Station Street, Yau-mai. The house was completely gutted and a woman aged about 50 and a child three years old were burnt to death. Another woman was badly scorched and was sent to the hospital. The stock of the shop was insured for \$1,500 in the Commercial Insurance Company. The cause of the outbreak and the extent of the damage have not yet been ascertained. The Yau-mai Fire Brigade was in attendance.

JUDGE WILEY.

The American Consul General at Shanghai has been advised by cable from the Department of State that the charges preferred against Judge Wiley by Mr. Andrews on November 19, 1907, have been fully examined by the President and that the conclusion is reached that the charges should be dismissed and that Judge Wiley is entitled to high credit and commendation for his conduct in office.

THE WITHDRAWAL FROM TIBET.

Calcutta, February 11th.
The evacuation of the Chu-mbi Valley, Tibet, by the British troops commenced on Saturday last. The valley was occupied in 1904 as security for the payment of the indemnity, his Majesty's Government deciding that the period of occupation should cease after three annual instalments, commencing on January 1, 1906, had been paid.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 10th at 11.55 a.m.—The barometer has risen over E. Japan and S.W. China, and fallen over N. China, S.W. Japan and the Loochoos.

A depression is moving Eastwards over S. Manchuria, and a second area of low pressure has developed to the E. of Formosa.

The high pressure area remains over the Upper Yangtze.

Strong N. winds will prevail in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.09 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	N. winds, fresh, dull, cloudy.
Formosa Channel	N. winds, strong.
South coast of China between Hongkong and Loochoos	Same as No. 1.
South coast of China between Hongkong and Hainan	Same as No. 2.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE KAISER'S LETTER.

LONDON, March 10th.

Lord Tweedmouth has explained that the Kaiser's letter to him was a private and merely friendly communication, and has shown it to Earl Grey. This by common consent closes the incident.

NAVAL GUNNERY.

CHINA SQUADRON'S TRIUMPH.

LONDON, March 10th.

The China Squadron heads the score in the shooting by the British Navy.

TOTAL LEGISLATION UNPOPULAR.

LONDON, March 10th.

The opposition to the new Licensing Bill is growing appreciably stronger.

REASSURING NEWS FROM JAPAN.

NO ULTIMATUM.

TOKYO, March 10th.

Count Hayashi, in an interview, has declared that it was a grave mistake to think or suggest that Japan had sent an ultimatum to China in connection with the "Tatsu Maru" incident.

Relying on the incontrovertible facts of the case, and patient in face of China's obduracy, Japan had merely expressed its earnest desire that China would reconsider her position in the matter.

REUTER'S SERVICE.]

LAUNCH OF A GERMAN BATTLESHIP.

LONDON, March 8th.

The first German Dreadnought has been launched at Wilhelmshaven and christened the "Nassau."

THE SEIZURE OF THE "TATSU MARU."

LONDON, March 8th.

Reuter's learn that China has apologised to Japan for hauling down the flag of the *Tatsu Maru* and promises to punish the responsible officials. China will reply later concerning the seizure of arms and ammunition. Portugal has protested to Peking against the seizure of the *Tatsu Maru*, should the seizure have occurred in Portuguese waters. China replies that it occurred on the high seas, and that Portuguese territory was not violated.

BANDMANN OPERA COMPANY.

"Miss Hook of Holland," described as a Dutch musical incident in two acts, was played by the Bandmann Opera Company last night in presence of a large audience which confirmed the verdict of London and acclaimed the production as one of the brightest and most entertaining seen on the stage for some time. The comedy was well sustained by Mr. Dallas as Mr. Hook and by Mr. Dan O'Hara as Elinks, while the picturesque and musical parts were admirably taken by Miss Lait, Miss Corlies, and Mr. Grover as the Bandmaster. The same piece will be played to-night.

LOCAL SPORT.

FOOTBALL.

The tie between the Rugby Club and H.M.S. "King Alfred" in the Association Shield competition was played yesterday afternoon at the Happy Valley. Another close game ensued but the sailors won by one goal to nil.

Dr. Sun Yat Sen, the rebel leader for whose arrest the Chinese Government has offered a reward of \$200,000 is at present in Hongkong on board a Japanese steamer. He is on his way from Singapore to Japan.

One of those books which rouse the patriotic pride of the Briton is "The Fleet Annual and Naval Year Book," compiled by Lionel Tuxley. It gives most interesting details regarding our first line of defence, it gives information of the other navies of the world enabling the reader to make his own comparisons and it contains special articles by naval experts discussing naval problems. The 1908 edition is thoroughly up to date and the subjects dealt with by the various writers are of immediate interest and importance.

HONGKONG FIRE INSURANCE CO.

The thirty-ninth ordinary meeting of shareholders in the above company was held at the offices of the General Managers (Messrs. Jardine, Matheson and Co.). The Hon. Mr. H. Kewick presided, and there were present Sir Paul Chater, Messrs. F. Maitland, H. P. White, E. S. Gubby (directors), Captain Clarke, Ho Fook, J. M. C. Machado, A. H. M. da Silva, H. Percy Smith, F. D. A. Gomes, Wong Leung Him, H. L. Hutcheson, W. Hutton Poole and L. M. Leife (secretary).

The SECRETARY having read the notice convening the meeting,

The CHAIRMAN said:—Gentlemen, Thereport and accounts have been in your hands for some days and I will therefore, with your permission, take them as read. Your Committee have to regret that they have been deprived of the services of Mr. A. J. Raymond whose impending departure from the Colony caused his resignation from the Board on which he had served for some ten years. The vacancy thus created has been filled by inviting Mr. C. S. Gubby. The result of the year's working (1906) is a profit of \$285,79.95, on which I think we may congratulate ourselves especially in view of the number of serious fires that have occurred since our last meeting. The most disastrous outbreak was of course that in Hakodadi, which took place last August and by which a large portion of the town was entirely destroyed and losses were occasioned that taxed the resources of some of the Japanese companies to the utmost. Our own loss was not severe, as a good deal of the property burnt was of a character that we do not insure, moreover the terms of the native companies in Japan and the conditions on which they do business are such as to preclude foreign companies from competing. There are signs however that the great strength of the reserves of the foreign companies has been thrown into prominence by the disaster to which I have alluded and if the representatives in Japan of the native and foreign companies are successful in the efforts which are now being made to produce a satisfactory working agreement there should be opportunities of increasing your business there on safe lines. You will also recollect that in September a serious fire occurred in Kobe, causing the destruction of two first class foreign godowns from loss on which however we fortunately escaped altogether. Three severe fires occurred in Bangkok in the early part of last year heavily involving Fire Insurance companies, and in Manila the destruction in April last of a hemp godown resulted in losses amounting to from four to five lakhs of dollars. The position in Shanghai to which my predecessor in the chair made reference last year has undergone an improvement, and it appears that a successful check has been put to the fire in native property which had grown in frequency out of all proportion to both the size and population of the Settlements. The activity of the new Chinese companies has however produced a competition for a certain class of business in the face of which a considerable reduction in the rates would appear to be inevitable and it is impossible to forestall at this period what steps the combined Foreign Fire Insurance Companies may find it necessary to institute. You will be glad to learn that by the recent severe fires in the Kinking and Yuen Ming Yuen Roads Shanghai our loss has proved to be quite trifling. Dealing with the figures for 1906 we have to notice a reduction of \$21,000 in the premium income which I think is traceable to general depression. 1906 was not a year of very active trade and our premium income bears a favourable comparison with that of the years preceding 1905. Losses are just under 44 per cent. of the premium income. Income from interest shows, as is to be expected, a slight advance; other items I think call for no special comment. Your Committee decided to vote a bonus to the staff of 10 per cent upon their salaries and the necessary sum to give effect to this has been debited to "Charges" which I trust has your approval. This is, as you are aware, the first distribution of profits to be made since the revision of the Articles of Association last year and I hope that the proposed dividend of \$27 a share and an appropriation to reserve of \$87,400 will have your approval. It may have been thought by some shareholders that a larger dividend could be paid, but your Consulting Committee will not venture to think be blamed for considering the necessities of the Reserve Fund which the nature of the business renders it so imperative shall be maintained at a high figure. You will share your Committee's gratification that the amount carried forward on 1907 account is again of an encouraging character which augurs well for the final outcome of that year. Before moving the adoption of the report and accounts, I shall be glad to answer any questions that you may desire to put.

There being no questions,
The CHAIRMAN proposed the adoption of the report which was seconded by Mr. WHITE, and carried.
Mr. Ho Fook moved, and Mr. Wong Leung Him seconded, the re-election of Sir Paul Chater, Messrs. White and Maitland to the Consulting Committee.

Messrs. W. Hutton Poole and H. Percy Smith were re-elected auditors on the motion of the CHAIRMAN, seconded by Captain CLARKE.

The CHAIRMAN—That concludes the business of the meeting, gentlemen. Dividend warrants will be ready this afternoon.

LATEST STEAMER MOVEMENTS.

The H.A.L. str. *Brasilia* left Shanghai on the 10th inst., and may be expected here on the 13th inst. at daylight.

The Austrian Lloyd's str. *Persia* left Singapore for this port on the 9th inst., and is due here on the 15th inst.

CORRESPONDENCE.

[TO THE EDITOR OF THE "DAILY PRESS"]

EXTRADITION OF CHINESE.

SIR,—In view of the many misleading and incorrect statements, reflecting not only on the action of the Colonial Government and its officers, but also on the conduct of the Chinese Government and Chinese officials, which have appeared in the local press on the subject of the extradition of Chinese, I am directed to request you to be good enough to publish this letter for the information of your readers.

The handing over to China of Chinese subjects accused of committing crimes in China and found in this Colony is regulated by Treaty and local Ordinances.

The procedure may be summarized as follows:

The Viceroy of the Province in which the alleged crime has been committed forwards a requisition to the British Consul at his Provincial City for transmission to the Governor of Hongkong requesting the Governor to hand over the Chinese subject charged with committing the offence to a Chinese official specially detailed for the duty; this requisition contains a specific undertaking by the Viceroy that the accused, if handed over, will be tried in the presence of a British Consular Officer for the offence in respect of which his extradition is demanded and for no other offence, and this undertaking is invariably carried out.

Upon receipt of this requisition the Governor orders one of the Magistrates to have the accused brought before him and to enquire into the charge. The Magisterial enquiry is conducted in the same manner as in

the case of a person accused of the commission of a crime in Hongkong, and if the Magistrate finds that the evidence is such that in the case of a local offence he would commit the accused for trial at the Criminal Sessions, he commits him to goal to await the further order of the Governor. During his trial the accused has all the rights and privileges of a British subject charged with a crime.

The depositions are then forwarded by the Magistrate to the Governor together with a report on the case; an interval of fifteen days elapses during which the accused may apply to the Supreme Court for a Writ of Habeas Corpus, then, if no such application is made, the Governor may order the accused to be handed over to the proper Chinese official, who conducts him into China for trial before the proper judge, of the Provincial City whence the requisition emanated. Such trial is held in the presence of a British Consular Officer, and unless the accused is then convicted of the offence in respect of which he has been handed over, he is restored to British Territory and set at liberty.

If the accused has resided for a year or upwards in Hongkong, the depositions and Magistrate's report thereon must be considered by the Governor-in-Council with the assistance of the Chief Justice.

If the offence in respect of which the surrender of the accused is demanded is of a political character, or if he proves that his surrender has been demanded in order to try or punish him for an offence of a political character, the accused cannot be surrendered.

No person is surrendered unless he is a Chinese subject.

This procedure has been in force since 1889 with little variation.

In May and June, 1905, the present Chief Justice, in the case of Wong Ka Shing, pointed out that the Chinese Authorities have no locus standi in these proceedings, as extradition is an executive act of the Hongkong Government at the request of the Chinese Government. The Hongkong Government is bound to act on the requisition and the ensuing proceedings are between the Crown and the accused. Since that decision all extradition proceedings have been conducted by the Police with or without the assistance of myself or my assistants.

If the case comes before the Supreme Court the Chinese Government cannot be heard there, only the Crown and the accused have any locus standi, and consequently the conduct of the case for the Crown necessarily devolves on the Attorney-General, instructed by myself. In those, as in all Criminal proceedings, the Law Officers here, as in England, are charged with the double duty of prosecuting and advising the Government.

In order to prevent the escape of a suspected criminal pending the arrival of the official requisition, a Magistrate is empowered to arrest and detain the suspect on such evidence being laid before him as would, in his opinion, justify the issue of a warrant if the crime had been committed in the Colony; but no further proceedings can be taken until the requisition arrives, and the Governor issues his order thereon.

In the recent case of In Ki Shing the requisition from the Viceroy was in the usual form and contained the usual engagement securing trial in the presence of a Consular Officer limited to the charge enquired into by the Hongkong Magistrate.

The officers of the Magistracy, using forms similar to those in use at the Bow Street Police Court in London, had previously caused In Ki Shing's arrest as a suspect upon an information and warrant which the Full Court held to be technically defective, and, owing to a misconstruction of one of the provisions of the Ordinance, the Magistrate used another wrong form after receipt of the Governor's order under the requisition.

The Full Court held that the proceedings had been void *ab initio* and discharged the prisoner on these grounds, although it did not disagree with the view taken by the Magistrate and Mr. Justice Wise with regard to the evidence against the accused.

The Full Court also decided that the engagement above referred to must be given by the Central Government at Peking, and that an engagement by a Provincial Viceroy was insufficient, but the discharge of In Ki Shing was not based on this decision.

Hitherto the Viceroy's engagement has been accepted and has, I believe, been invariably honestly carried out, but in future an engagement will be required from the Central Government at Peking.

Yours &c.,
F. H. L. BOWLEY,
Crown Solicitor.

GEO. FENWICK & COMPANY LIMITED.

The Directors have now to submit to the shareholders a statement of accounts for the year ending 31st December, 1907.

The balance at credit of profit and loss account amounts to the sum of \$3,576.91. After payment of Auditor's fees a balance of \$3,726.91 remains which it is proposed to carry forward to new account.

Mr. G. K. Haxton was invited to join the Board during the absence on leave of Mr. W. Parlane. The latter has now resigned in view of his early departure for home. Mr. Haxton retires in accordance with the Articles of Association, but offers himself for re-election.

The accounts have been audited by Mr. H. Percy Smith, who offers himself for re-election. A. R. Rogers, Chairman.

BALANCE SHEET.

31st December, 1907.

Capital:—
18,000 shares of \$25 each \$450,000.00
16,875 shares issued and fully paid 421,875.00
Reserve fund 53,604.69
Hongkong and Shanghai Banking Corporation loan account (secured by mortgages) 120,857.83
Amount retained in advance on account of contract in hand 2,500.00
Hongkong and Shanghai Banking Corporation current account 1,673.23
Sundry creditors 18,345.33
Balance profit and loss account 3,576.91
\$176,172.25

ASSETS.

Value of land and buildings at Wanchai and North Point as per last report 300,739.86
Value of machinery, plant, furniture and office furniture as per last report 55,501.54
Additions during the year 2,131.90
Sold during the year 115.00
Value of stock in trade as per value's certificate 57,627.53
Value of work in progress as per value's certificate 4,434.10
Cash on hand 200.04
The National Bank of China Limited 194.49
Investments 754.93
Sundry debtors 31,344.59
\$176,172.25

PROFIT AND LOSS ACCOUNT.

To Salaries 12,725.00
To Crown rent and taxes 1,264.20
To Interest 122.37
To Balance 3,576.91
\$17,688.48

By balance of last year's account

By balance of last year's account 10,335.84
By balance of working account 7,420.53
By transfer from 13.00
By balance from insurance company 18.01
By dividend on investments, etc. 192.90
\$17,688.48

RACE FROM NEW YORK TO PARIS.

SIX MOTOR-CARS START FOR BEERING STRAIT.

New York, February 12th.

The motor-car race from New York to Paris, via Behring Strait and Siberia, began at noon today. The goal will be the office of the Paris "Matin" and if any of the competing cars finish the course, they will have accomplished a new record in motoring.

Six cars left today, and a seventh will leave next week. Of the six cars, three are French, one is German, one Italian, and one American.

A Ruter New York despatch states that the competitors will be guided across the Arctic States by relay of pilots, the route being from New York to Albany, and thence via Schenectady, Cleveland, Chicago and Cheyenne to San Francisco.

It is expected that most of the competitors will proceed from San Francisco by steamer on March 22, to Seattle, and thence by another steamer to Cape Nome, the most westerly point of land, where the real race will begin. The motorists will attempt to cross Behring Strait on the ice before June 1, and proceed on the ice along the north shore of Siberia to the mouth of the Lena river.

The valley of the Lena will be followed to Irkutsk, and from there on to Moscow the competitors hope to have a comparatively easy journey.

The cars which left New York yesterday were the following:

De Dion Bouton car (French) in charge of G. Bourbier St. Chaffray, accompanied by M. Autran, a mechanic, who was in the Peking to Paris race, and Captain Hans Hendrik Hansen, who participated in the rescue expedition which searched for M. Andree.

Motobloc car (French), driven by M. Godard, who was likewise a competitor in the Peking to Paris race; assisted by M. Hne.

St. Louis car (French), driven by M. Fous, who entered in the Peking to Paris race on a tricycle, and was stranded in the Gobi Desert.

Protos car (German), in charge of three German officers, of whom the conductor is Lieutenant Kueppen, of the General Staff.

Bizia Zast car (Italian), conducted by Antonio Spaggioglio, son of the proprietor of an Italian newspaper. He is accompanied by Dr. von Mueller, an explorer.

Thomas car (American), driven by Montague Roberts, an American, accompanied by a mechanic and a correspondent.

Itala car, which won the Peking to Paris race, will start a week later than the others.

HOW TO BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Creams, Lait Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

THE SHANGHAI ICE AND COLD STORAGE CO., LD.

The Directors submit to the Shareholders the audited accounts for the year ended November 30, 1907.

The balance at the credit of Profit and Loss Account is Shanghai Tls. 8,920.19 and from this amount there are Directors' and Auditor's fees to be deducted, leaving a balance of Tls. 8,080.19 out of which your Directors recommend a dividend of three per cent absorbing Tls. 2,680.00, and carry forward the balance of Tls. 5,400.19.

The balance at the credit of Working Account is Tls. 10,183.94 and, with the keen competition of the "Oriental Ice Company," this result cannot be considered as satisfactory.

Directors.—Mr. J. Brantley retires according to the Articles of Association but being eligible offers himself for re-election.

Auditor.—Mr. Jas. H. Osborne has returned to Shanghai and resumed his duties as Auditor, which we trust you approve. He is willing to continue his services in that capacity if elected.

For the Year ended November 30, 1907.

To Depreciation on plant and buildings 8,174.10
To bad and doubtful debts 1,328.41
To Balance 8,930.19
Tls. 15,432.70

By Balance from 1906 24,995.97
Less—
Directors' fees 750
Auditor's fee 60
Dividend for 1906 16,000 16,850.00
Balance of working account 8,145.97
Transfer fees 10,186.94
Dividend on Shanghai Mutual Telephone Co.'s shares for 1906 35.79
Tls. 18,432.70

BALANCE SHEET, November 30, 1907.

Liabilities.

Capital 200,000.00
Sundry creditors 5,351.52
Dividends uncollected 1,465.75
Ice tickets in circulation 944.59
Profit and Loss account 8,930.19
Tls. 216,892.05

Assets.

Cost of plant, ice boxes, ice boats, etc., as per last report 146,198.94
Less process of old fittings 79.76
and depreciation 7,717.53
7,797.20
138,401.65

Cost of land buildings as per last report 60,102.91
plus additions 280.50
60,383.41
less depreciation 456.57
59,926.84

Cost of stores, etc., in stock 3,091.85
Fire insurance unexpired 427.90
Cash with Hongkong and Shanghai Bank 8,850.04
Sundry debtors 3,728.22
Suspense Account: Sundry items account 1908 1,465.75
Investment in Shanghai Mutual Telephone Co., Ltd. 16 shares at Tls. 50.00 800.00
Tls. 216,892.05

Shanghai, March 4, 1908.
GRODINS & Co., Agents.
A. D. LOWE,
J. GRANT MACKENZIE,
JOHN PRENTICE,
Directors.

SHANGHAI TRAMWAYS.

At the corners of intersecting streets along Nanking Road and the Bund crowds of Chinese were congregated all day on March 5 and up to a late hour at night. The trams had opened for public traffic and the natives were anxious to experience a first ride. Every tram was full and the smiling faces of the passengers proved that only pleasure was felt in connection with the novelty. With such eager thronging awaiting an opportunity to ride the work of the conductors was very difficult, but was well performed. There was, however, one accident in Nanking Road at 11.40 a.m.; the first apparently that has occurred in connection with the trams.

A young Chinese scrambled on to a car, which was already full, and retained a hold until the car had attained normal speed; then either let go or his hand slipped, with a result that he fell heavily on to the road. His head came into contact with one of the rails and when picked up by a police officer to all outward appearance he was dead. The injured boy was at once taken to the Shanghai Road Hospital where it was found that he remained though severe injuries had been received. No other accidents were reported during the day and if the inception is any criterion a very successful future is in store for the Shanghai tramways.

When the day's running ended at midnight, it was found that approximately 20,000 passengers had travelled on the lines. The service began with a ten minute interval which was reduced to five, then to four; still the demand for seats could not be satisfied. If the traffic does not diminish the company will resort to a two-minute service. Everyone appears to be both delighted and surprised with the signal success that has been made.

DISTRESS IN INDIA.

738,934 PEOPLE ON RELIEF.

The Secretary of State for India received the following telegram from the Governor-General, dated February 10, 1908:

Light to moderate rain fell during week throughout Northern India, and there was slight rain in Central India, Burma, and Bombay. Improvement in prospects of spring crops previously reported is in consequence more maintained, but existing distress continues to increase in intensity and owing to slackening in the demand for labour in the fields at this season there has been further large increase in number on relief works in United Provinces.

In Central India there is again large increase in numbers on relief.

In Bengal, numbers on test works have fallen to 2,164; 13,028 persons are in receipt of gratuitous relief all in Orissa.

In Central Provinces, there is still simple employment for ordinary labour, but relief is now being given in four districts.

Total number of persons in receipt of State relief in the whole of India is now 738,934.

Prices continue to fall slightly in part of Northern India, but are still very high everywhere.

20 YEARS FOR THREATS.

POLICE TELL THE PRISONER'S STORY. That amazing adventure, Von Veltheim—or to give him his proper name, Carl Frederic Moritz Ludwig Karts—was found guilty at the Old Bailey of having demanded, with menaces, £16,000 from Mr. Solomon Bernato Joel, and Mr. Justice Phillimore passed sentence upon him of twenty years' penal servitude.

The closing scenes of the trial, which lasted four days, were of an intensely dramatic character. The court was crowded, and sitting unnoticed among the assembly of well-known City men and fashionably dressed ladies was a British prince—an interested spectator of the final scene.

The judge's summing up occupied nearly two hours, and Von Veltheim, leading anxiously over the dock rail, listened intently to every word, and on two occasions interrupted his lordship to make explanations.

The jury were away twenty minutes considering their verdict. When they returned Von Veltheim struggled to maintain that self-control which he has shown to such a remarkable degree during the trial, but on this occasion he plainly showed the excitement under which he was labouring. When the foreman of the jury rose and announced a verdict of guilty, his face blanched, and he gripped the dock rail. But it was only a momentary betrayal of emotion; he recovered himself and stood stilly erect.

The police then told the story of Von Veltheim's career, which had been pieced together from police information sent from all parts of the world. It was a amazing story of romance and rascality in diary form. The narrative may thus be set out:

1867—Born in Brunswick his father's name being Kurtz. Bad record at school. Stole master's pistol and injured himself.

1872—Became a sailor but deserted. Afterwards joined British ship.

1879—In London under name of Werder.

1880—Joined German navy. Deserted after five months. Suspected to have stolen Capt. Von Veltheim's gold watch.

1881—1882—Served on British ships in various parts of the world. Passed in Nantail, Germany, as Capt. Oliver Jackson, R.N.

1886—In West Australia. Claimed to be son of Baron Von Veltheim.

1887—Married Perth lady and went to Cape Town, tried to blackmail an acquaintance of his wife and accepted £750 hush money.

1888—In New Orleans as shipping agent. Proceeded to Republic of Colombia.

1894—Back in Germany and advertised for a wife. Returned to Santa Marta and appointed U.S.A. Consul.

1895—Returned to England, leaving 3,000 dol. belonging to his employers unaccounted for.

1896—Married a German lady in London in the name of Von Veltheim. Obtained £1,500 from her. Lady returned to Germany, prisoner promising to make her a home in America.

1897—Married a wealthy Greek lady in London in the name of Platen, and obtained £300 from her. Prisoner's past ascertained and the marriage annulled. In hiding in the East-end as Capt. Vincent. Proceeded to South Africa and enlisted in Cape Police as an Australian. His body reported to have been found in the Thames. Called upon to resign police force.

1898—Charged with the murder of Woolf Joel. Transported over Transvaal border, but returned and imprisoned.

1899—Deported to Delagoa Bay and arrested as vagrant. Exiled to London, but broke away at Cape Town. Returned to Transvaal and again imprisoned.

1900—Found by British as prisoner of war to Pretoria and deported to England.

1901—In Italy and raised £200 for compensation to new Emperor of Persia.

1902—Eloped from Naples with married lady to Geneva. Divorce proceedings instituted. Went to Dakota with lady who obtained a divorce, and prisoner married her as Von Veltheim. Afterwards deserted her and tried to raise money on her property.

1905—On way to Europe met American lady and went through m.k. marriage in Paris. Went to Germany and promised marriage to wealthy widow. Obtained possession of her fortune for investment. Lady committed suicide on hearing of Von Veltheim's arrest.

1907—In Antwerp and Paris, where he was living with lady who passed as Mrs. Veltheim—daughter of an Antwerp gentleman. The arrest.

During the course of the trial the prisoner added the further information that he had been through two revolutions in South America, fought in the Bulgarian war, and went in search of H. M. "Stanley" in Africa.

PROPOSED NEW CLYDE BRIDGE.

Glasgow, February 8th.

The Clyde Navigation Trustees have instructed a committee to report on the scheme for a new bridge submitted by Mr. Daniel Shields. The scheme is for a double-arch swing-bridge, 64ft wide, near Finnieston, to accommodate a double line of tramways, two lines of vehicular traffic, and two footpaths, each 7ft 6in in width, resting on a pier in the centre of the river. It is to connect the north and south sides of the river between Elliot-street and Govan-road, where the latter joins Greenbank-street. On each side of the central pier there would be a clear passage of 156ft. for vessels to and from the upper harbour. The bridge would have a head-room of 30ft. at high water, and a head-room of 20ft. where the north approach crosses the Broomielaw and harbour sheds, to enable the up and down vehicular traffic to be carried on without interruption by cross-river traffic.

Another scheme has been submitted by Messrs. Raby and French, London, and Mr. John Cowan, Glasgow, joint engineers. This scheme consists of a lift span bridge enclosed at the ends and worked between four towers, two on each side of the river. The underside of the propelled bridge is 12ft. above high-water when in use and 100ft. above high-water of ordinary spring tides when fully lifted. The distance between the towers across the river is 300ft. When the bridge is fully lifted there will be a waterway of 300ft. in width, with 100ft. clearance in height above high-water of ordinary spring tides. The lift span consists of two longitudinal girders approximately 42ft. in depth at the centre, placed 39ft. apart centre to centre, with cantilevers on the outside for the footpaths. The towers are supported partly on the quays and partly on piers to be erected in the river, and project into the river about 50ft on each side. The piers will be founded on stiff caissons sunk into the bed of the river by the pneumatic process and thereafter filled with concrete. About nine tenths of the total weight of the bridge will be counterbalanced by 32 weights placed eight in each tower on guides, and attached to the girders by wire ropes working over pulleys. The actual lifting will be done by wire ropes placed at the four extremities of the girders and working over pulleys. These lifting ropes will be connected to a double-barrelled drum actuated by electric motors placed in an underground engine-room below the roadway on one side of the river. An automatic clutch will be fixed at the extremity of each girder.

MARTELL'S BRANDY.

RECOGNIZED AS THE STANDARD COGNAC THROUGHOUT THE WORLD.

HIGHLY RECOMMENDED BY THE MEDICAL FACULTY.

ONE STAR Per Dozen \$25.00
THREE STARS \$23.00
V. S. O. P. LIQUEUR \$49.00
V. V. S. O. P. \$90.00

SOLE AGENTS:—

H. PRICE & CO., LTD.

TELEPHONE NO. 135

WINE, SPIRIT & CIGAR MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

[35]

Hongkong, 3rd March, 1908.

The lifting machinery of the span bridge would consist of a double-barrelled drum driven through double reduction gearing by two electric motors of 250 h.p. each, with ample overload margin. Electric power would be taken from the corporation mains. The roadway, 36ft. in width, would be paved with wood blocks or other material to accommodate two lines of tramways and two lines of ordinary traffic. The footpaths, 12ft. wide each, would be cantilevered on the outside of the main girders, the approach to these footpaths to pass outside the towers, and to be connected to the cantilevered footpaths by hinged flaps, 20ft. by 15ft. swinging automatically to a vertical position as the bridge lifts, and similarly returning to a horizontal position as the bridge descends. Times Engineering Supplement.

SIMPLIFYING THE CALENDAR.

PLAN TO IG ORN A DAY EVERY YEAR.

An ingenious, simple, and useful scheme for reforming the anomalies of the calendar has been prepared by Mr. Alexander Philip, L.L.B., and has received the favorable opinions of such eminent scientists as Lord Avebury, Sir Oliver Lodge, and Sir William Ramsey.

The defects of the calendar at present in use are obvious at all times. The year of 365 days cannot be divided into twelve months of equal length, or into an even number of weeks of seven days, and the inconvenience arising from this is increased by the fact that every fourth year consists of 366 days.

Mr. Philip points out in the booklet he has just published explaining his scheme that, "under our present calendar it is impossible to determine beforehand any day of the month as available for any civil, or conversely for any ecclesiastical purpose. Accordingly all markets or other annual public engagements or festivals are usually fixed for the first Thursday, second Monday, and so forth of a given month, it being impossible in such cases to determine the occasion by a fixed date without involving a constant alteration of week-day and occasional occurrence of a Sunday on the day selected."

The same inconvenience arises with regard to annual dates fixed by the statute, such as the opening of the Law Courts and the meetings of local authorities. The ascertainment of the due date of bills becomes a matter of calculation, and the calendar's anomalies also interfere with the use of comparative statistics, and disturb the calculation of interest, rents, salaries, and all other periodical payments.

Mr. Philip, therefore, proposes to give the day a fixed relation to the week, the month, and the year. Under his scheme the eleventh day of February, for instance, might always be a Tuesday, and any one day would always be available for one particular purpose.

He suggests a few simple alterations which would bring about this highly convenient and businesslike state of things. The first day of the year should, he says, "be regarded as a day apart, being regarded as 1, 1906, 1, 1907, etc." It should not be regarded as a day of the week, nor counted as belonging to any of the twelve months.

For business purposes and public affairs New Year-day would not exist, and Mr. Philip expresses the opinion that as the day is already almost universally, except in England, treated as a holiday, this first step in his plan of reform would cause no inconvenience.

Leap-day, on its occurrence, would go into the same category as a day not counted. It would be known as "L. 1906," and so on, and would be interpolated between the end of June and the beginning of July, and observed as a quadrantal midsummer holiday.

There would then be left 364 days, divisible into two halves of 182 days, and four quarters of 91 days each. The day following New Year-day would, of course, be January 1. The symmetry of the scheme is completed by the taking of one day from July and one from October, and adding them to February, thus giving that month thirty days. Every quarter would then consist of two months of thirty days, and one month of thirty-one days.

A perfect correspondence throughout the year is obtained by the further taking of a day each from May and August, and adding them to June and September.

The year would then be equally divided as follows: each quarter having ninety-one days, or thirteen weeks.

First Quarter. Third Quarter.
Jan. 30 days July 31 days
February 30 days Aug. 30 days
March 31 days Sept. 31 days

Second Quarter. Fourth Quarter.
April 30 days Oct. 31 days
May 30 days Nov. 30 days
June 31 days Dec. 31 days

The advantages of a perpetual calendar, with the day of the week and the day of the month always the same, would thus be secured. "There seems no reason why an international agreement for the adoption of a rectified calendar on the lines indicated, should not be very easily effected," Mr. Philip says in conclusion. His booklet, "A Proposal for a Simplified Calendar," has been published by Messrs. Kegan Paul, Trench, Trubner, and Co., Limited.

DAYLIGHT BY ACT OF PARLIAMENT.

BENEFICIAL FRAUD.

"The best of all ways
To lengthen our days
Is to steal a few hours from the night."

—Thomas Moore's "The Young May Moon."

The Parliamentary Bill which proposes to make people in Great Britain rise earlier in summer to save an extra 210 hours of daylight each year is down for second reading on Monday. The idea is the ingenious plan devised by Mr. William Willett, of Sloane-square. He desires to snatch up all unconsidered moments, and so save "millions of money" for the nation.

Mr. E. R. Fox, M.P., who is

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER, and special business matters to the Editor. Advertisements and Subscriptions which are not received for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Lieber's. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

PLEASE take Notice that the next address of LLOYD'S GREATER BRITAIN PUBLISHING CO., LTD. is 12, NANKING ROAD, SHANGHAI.

SOMERSET PLAYNE, Manager. Hongkong, 11th March, 1908. 519

LOST.

A Large Liver Coloured Pointer DOG. License No. 45 on Collar. Finder will be suitably rewarded. Apply to—GEO. K. HALL BRUTTON. Hongkong, 11th March, 1908. 523

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SEALED TENDERS, in duplicate, will be received at the R.N. Hospital, Hongkong, until 10 a.m. on the 21st March, 1908, from persons desirous of SUPPLYING BEEF, MUTTON, FOWLS, BREAST, PURE COW'S MILK, ERATED WATER, ICE, and other Provisions, and Necessaries, for the year ending 31st March, 1909. Sealed Tenders, in duplicate, will also be received for COAL, (Alaska and Yubari). Printed Form of Tender and further particulars can be obtained at the R.N. Hospital. The Right to reject the Lowest or any Tender is reserved. WM. TAIT, R.N. Hospital, Deputy Inspector General. Hongkong, 11th March, 1908. 520

YUEH-HAN RAILWAY CO., LIMITED.

TENDERS are invited for the SUPPLY of the following CEMENT in Iron Casks with wooden ends:—10,000 CASKS ALSEN. 5,000 CASKS SATEN. Delivery not later than end of July. Specification of tender will be given to any who intend to tender by applying to the Engineering and Chief Office, Canton. Tenders will be opened on the 21st inst. at 3 p.m. in the Railway Head Office, Canton. The Company is not bound to accept the lowest or any tender. YUEH-HAN RAILWAY CO., LTD. Canton, 9th March, 1908. 521

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI YOKOHAMA AND KOBE. THE Company's Steamship PERSIA, Capt. G. Bortola, will leave for the above places on WEDNESDAY the 18th inst. a.m. This Steamer has splendid accommodation for passengers, electric light, and carries a doctor and stewards. For Freight or Passage, apply to SANDER, WELER & CO., Prince's Building. Hongkong, 11th March, 1908. 3

REGULAR STEAMSHIP SERVICE

WITH LIBERTY TO CALL AT MALACCA COAST.

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "WRAY CASTLE" ... 7th April.

S.S. "SIKH" ... 28th April.

For Freight and further information, apply to DODWELL & CO., LTD. Agents. Hongkong, 11th March, 1908. 522

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI, SHANGHAI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter signature and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. No Fire Insurance will be effected by us in any case whatever. DODWELL & CO., LIMITED, Agents. Hongkong, 11th March, 1908. 8

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship "FOOKSANG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after 4 p.m. on the 11th inst. will be landed at Consignees' risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., General Managers. Hongkong, 10th March, 1908. 16

NEW ADVERTISEMENTS

WANTED.

FIRST CLASS MAN TO SELL largest and strongest line of SATENS made in America. Must cover large territory. Write full particulars, experience, references, and territory covered. Liberal Commission paid. SCHARLIN BROS., 139, Dupont Street, San Francisco, U.S.A.

518

NORDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN M. IL LINE.

NOTICE TO CONSIGNEES.

THE Company's Steamship "MANILA,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at the risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Company, Ltd. Kowloon whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst. at 9.30 a.m. All Claims must reach us before the 20th inst., or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned. NORDEUTSCHER LLOYD, MELCHERS & CO., Agents. Hongkong, 9th March, 1908. 5

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ENTERTAINMENT

THEATRE ROYAL.

TO-NIGHT

MAURICE E. BANDMANN

PRESENTS

HENRY DALLAS

AND THE

BANDMANN

OPERA CO.

Wednesday, Mar. 11.

London's Latest Success

"MISS HOOK OF HOLLAND."

From the Prince of Wales Theatre, London.

Thursday, Mar. 12, THE NEW ALLADIN

Friday, Mar. 13, THE DAIRYMAIDS

Saturday, Mar. 14, A CHINESE HONEYMOON

Prices: \$3, \$2, and \$1.

Seats can be booked at MESSRS. MOUTRIE & CO'S.

Hongkong, 17th February, 1908. 511

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AUCTION.

PUBLIC AUCTION

THE Undersigned have received instructions from Mrs. W. DABY, to Sell by Public Auction, FOR ACCOUNT OF THE ESTATE OF THE LATE W. DABY, TO-MORROW (THURSDAY) and FRIDAY, the 12th and 13th March, 1908, commencing each day at 2.30 p.m. at No. 5, Queen's Gardens, Peak Road, THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE, THEREIN CONTAINED, Comprising:—SILK TAPESTRY, COVERED DRAWING ROOM SUITE, TEAKWOOD WARDROBES with Glass OVERMANTELS, DINNER WAGGONS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, TEAKWOOD SLEIGH BED with Glass, GLASS CROCKERY and E.E. WARE, BRONZE STATUETTES, INCENSE BURNERS and VASES, OLD CHINA, CARPETS, MARBLE TOP WASHSTANDS, DRESSING TABLES, DOUBLE and SINGLE IRON BEDSTEPS and BEDDING, SHANGHAI BATHS, &c. &c.; Also, A large quantity of Plants in Pots; and One Cottage Piano by Collard and Collard, London, One IRON SAFE and One ROBEUR. Catalogue will be issued. On view on Wednesday the 11th instant. Terms:—As usual. HUGHES & HUGHES, Auctioneers. Hongkong, 5th March, 1908. 473

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BANKS

THE

YOKOHAMA SPECIE BANK

LIMITED.

CAPITAL PAID-UP Yen 24,000,000

RESERVE FUNDS 15,500,000

BRANCHES AND AGENTS:

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TO LET

NO. 5, MORRISON HILL.

One FOUR ROOMED HOUSE at Praya East, near East Point.
Apply to—
JARDINE, MATTHEW & Co., Ltd.
Hongkong, 21st October, 1907. 93

TO LET.

FIRST Class European Houses, furnished or unfurnished, Lochiel Terrace and Hampshire Avenue, Kowloon.
Apply to—
TAM TSZ KONG.
Care of Hip On Insurance, Exchange and Loan Co., Ltd., 42, Bonham Strand, West, Hongkong, 1st October, 1907. 94

TO LET.

OFFICES in HOTEL MANSIONS, 1st Floor, 4 Rooms facing Pedder Street, will be let singly or together.
Apply to—
Cars' "Daily Press" Office.
Hongkong, 6th March, 1908. 459

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, DES VŒUX ROAD CENTRAL, (formerly occupied by Messrs. SHAW, TOMES & Co.).
Apply to—
THE COMPADORE DEPT., JARDINE, MATTHEW & Co., Ltd., Connaught Road Central.
Hongkong, 25th January, 1908. 299

TO LET.

NO. 18B, "TANGYUEN," McDonald Road, Dwelling House.
Possession from 1st April next.
Apply to—
TANG LAP TING.
No. 3, Connaught Road West.
Hongkong, 7th March, 1908. 117

TO LET.

A CHOO, Tobaccoists, Queen's Road Central.
Hongkong, 4th March, 1908. 499

TO LET.

THE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL, (opposite the General Post Office). The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession.
Apply to—
YEE SANG FAT & CO.
Same address.
Hongkong, 28th January, 1907. 270

TO LET.

AUCTION ROOMS, No. 2, Zeland Street, immediate possession.
Nos. 2 and 4, "FAIRVIEW," ROBINSON ROAD, KOWLOON.
"WOODBURY," GARDEN ROAD.
"ROSENEATH," KOWLOON.
Apply to—
LEIGH & ORANGE.
1, Des Vœux Road.
Hongkong, 10th February, 1908. 87

TO LET.

A HOUSE in KNUTSFORD TERRACE KOWLOON.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st March, 1908. 185

TO LET.

NO. 2, MACDONNELL ROAD.
Apply to—
COMPADORE'S DEPARTMENT, Nippon Yusen Kaisha.
Hongkong, 3rd June, 1908. 188

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy Town.
Apply to—
HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st March, 1908. 290

TO LET.

A SIX ROOMED HOUSE at ELLIOT Causeway, Robinson Road. Furnished or Unfurnished.
Apply to—
F. X. D'ALMADA & CASTRO,
33, Queen's Road Central.
Hongkong, 32nd January, 1908. 109

TO LET.

LA HACIENDA, East, Mount Kailash, The Peak, unfurnished, from the middle or end of April next. For particulars apply to the undersigned.
C. H. GRACE,
Care of Secretary's Office, Hongkong Club.
Hongkong, 5th February, 1908. 311

TO LET.

OFFICES in ALEXANDRA BUILDINGS.
Apply to—
SECRETARY,
A. S. WATSON & Co., Limited.
Hongkong, 23rd April, 1907. 101

TO LET.

FROM 1st MAY.
KOWLOON MARINE LOT 48, Yaumatei, Area 35,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Hongkong, 18th January, 1908. 221

TO LET.

CHAMBERS in No. 2, WYNDHAM STREET, Moderate Rent.
First Floor of No. 16, Queen's Road Central, comprising Six Large Rooms and Outhouses suitable for business Premises or Dwellings, now occupied by FRANK BORNEMANN.
Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 26th February, 1908. 96

TO LET.

"FAIRVIEW" No. 1, Robinson Road, Hongkong, furnished or unfurnished. Furniture can be purchased if desired, 6 big Rooms, nice view of harbour.
Apply to—
Messrs. J. ULLMANN & Co.,
34, Queen's Road.
Hongkong, 14th February, 1908. 382

TO LET

4 ROOMED HOUSES in Morrison Hill Gap Road, suitable for Married Couple with Small Family. Roads low. EUROPEAN FLATS in "WILD DELL" Buildings. Rents low.
No. 2, CHANCERY LANE, 6 ROOMED HOUSE fitted with Electric Light. Central Locality.
"STILLINGFLEET" Peak Road, SIX ROOMED HOUSE with Fine View of Harbour.
"HARPERVILLE" Garden Road, SIX ROOMED HOUSE fitted with Electric Light and full use of Tennis Court.
Apply to—
PERCY SMITH & SETH,
Accountants & Auditors, &c.,
5, Queen's Road Central.
Hongkong, 26th February, 1908. 438

TO LET.

SHOP and DWELLING HOUSE, No. 78, Queen's Road Central.
Apply to—
Messrs. S. J. DAVID & CO.,
Princes Buildings.
Hongkong, 23rd February, 1908. 445

TO LET.

4 and 5 ROOMED HOUSES in Kowloon.
COMMODOUS SHOP in Des Vœux Road Central, Hongkong. Immediate possession. Moderate rentals.
"WINDSOR LODGE," Kimberley Road, Kowloon. Six-Roomed House fitted with Electric Light and full use of Tennis Court.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Hongkong, 7th March, 1908. 117

TO LET.

LARGE OFFICE ROOM on First Floor of No. 16, DES VŒUX ROAD.
Apply to—
EERD, BORNEMANN,
No. 16, Des Vœux Road Central.
Hongkong, 23rd January, 1908. 144

TO LET.

ONE ROOM in Prince's Buildings, Top Floor.
Apply to—
Messrs. S. J. DAVID & CO.
Hongkong, 28th February, 1908. 448

TO LET.

NO. 59, CAINE ROAD.
Nos. 27 and 31, SEYMOUR ROAD.
Apply to—
SAM WANG CO., LTD.,
81, Queen's Road Central.
Hongkong, 27th November, 1907. 91

TO LET.

OFFICES on Top Floor No. 2, Connaught Road, facing the Cricket Ground, HOUSES in Wong Nai Chung Road, No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.
"HATHERLEIGH" Conduit Road.
A HOUSE in GIFFORD GARDENS, Conduit Road.
OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 18B, Des Vœux Road next to the HONGKONG HOTEL.
FLATS in MORETON TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 5th March, 1908. 26

TO LET.

66 EGGESFORD (Furnished) No. 114, PEAK. Contains 6 ROOMS.
No. 71, WYNDHAM STREET.
"GLENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Containing 26 Rooms.
BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.
No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Calbeck MacGregor).
OFFICES in Queen's Road Central.
BELLIS TERRACE HOUSES, ROBINSON ROAD.
GOOD CENTRAL GODOWN, No. 28, DUDDELL STREET.
LADBRIDGE, No. 9, CONDUIT ROAD, 8 Rooms, Furnished or Unfurnished.
15th April, 1908. Large Servants' Quarters and full sized Tennis Court.
No. 3, DUDDELL STREET Shop and 1st Floor.
Nos. 1 and 6, DES VŒUX VILLAS (PRAY).
No. 57, PRAYA GRANDE, Macao.
Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Building.
Hongkong, 18th February, 1908. 89

TO LET.

A STORE in Good Position, No. 14, Queen's Road Central, including First Floor, and Godown at back, with Lease.
Apply to—
14, Queen's Road Central.
Hongkong, 26th February, 1908. 437

TO LET.

PER 1st January, ONE OFFICE ROOM on Second Floor, Prince's Buildings.
Apply to—
REUTER, BROECKELMANN & CO.
Hongkong, 8th December, 1907. 102

TO LET.

COLD STORAGE.
THE HONGKONG Ice Company, Ltd., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.
WM. FARLANE, Manager.
Hongkong, 18th November, 1901. 43

TO LET.

STORAGE.
FOR COAL, TIMBER, &c.
TO BE LET, a Portion of MARINE LOT No. 235 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.
Also FOR SALE.
Portions of MARINE LOTS Nos. 31 & 33 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 399 YEARS LEASE.
For Particulars, apply to—
GEO. FENWICK & Co., Ltd.
Hongkong, 5th June, 1906. 184

RELEASE OF KALD MACLEAN.

SEVEN MONTHS' CAPTIVITY.

When Kaid Sir Harry Maclean arrived at Tangier, great anxiety was observed, but it was believed that Raisuli accompanied him.
It was on July 3 last that, with a coolness and cunning thoroughly in keeping with all that is known of his previous career, Raisuli, by kidnapping Kaid Sir Harry Maclean, placed himself in a position to dictate his own terms to the Sultan. The incident was not without a spice of humour, and general surprise was expressed that Sir Harry Maclean, who had lived long enough among the Moors to know their devious diplomacy, should have allowed himself to be apparently so easily hoodwinked. He was on his way as an emissary of the Sultan to meet the notorious brigand, to whom he was to present gifts and a letter from the Moorish Sovereign. Sir Harry had reached Alcazar Kebir, and was proceeding to Hamza, when he was met by messengers from Raisuli, who stated that the brigand chief would refuse to receive the Sultan's letter and presents unless they were personally delivered by Kaid Maclean himself, who, moreover, should not be accompanied by troops, as Raisuli feared a surprise. To these conditions Sir Harry Maclean agreed, and continued his journey to Raisuli's camp, accompanied only by four men. On reaching the brigand's headquarters he was coolly informed that he would be detained until the Sultan had granted all the demands which Raisuli intended to put forward.
Since that date there have been a number of conflicting reports about the treatment which Kaid Maclean was receiving at the hands of his captors. On the one hand it was said that he was quite happy and comfortable, on the other that he was worn out by hardship and neglect. Letters were received by members of his family saying that he was well, according to other reports he was thoroughly enjoying himself and beguiling his captivity by assiduous practice on the bagpipes. Meanwhile, Raisuli notified his demands, and the haggling without which no bargain can be concluded in Morocco began. Raisuli's conditions for the release of the kidnapped Kaid were said to be the payment of £20,000 in cash, his own appointment as Kaid of Tangier and Alcazar Kebir, the release of several of his own followers from the prisons of Tangier and other places along the coast. The Maghzen sought to impose the condition that Raisuli should reside permanently in Tangier, but to this he was unwilling to consent, as the town is full of his enemies.
While these negotiations were going on the Moroccan situation was suddenly complicated by the proclamation of Mulai Hafid as Sultan at Fez, and the disturbance in the capital to which that event gave rise. Some of the prisoners who were to be exchanged as part of the bargain for Kaid Maclean's release were detained in Fez, and there was no little delay about getting them away to the spot where the exchange was to be effected. About January 25 the British Legation wrote to Raisuli, asking him to fix a place where the ransom could be taken, the exchange of prisoners carried out, and Sir Harry Maclean released. The amount of the ransom is understood to be £20,000, of which Kaid Maclean is to receive £5,000, the remainder being deposited in the bank. The brigand will receive the interest on £15,000 for ten years, after which time, subject to his good behaviour, he will be permitted to withdraw the principal. He will reside at Breach, four hours' ride from Tangier, and will enjoy British protection so long as his conduct proves that he is worthy of it.
Romantic, indeed, has been the career of Kaid Sir Harry Maclean. Born in Scotland six years ago, he joined the Warwickshire Regiment, and when he was stationed at Gibraltar he crossed over to Tangier. He managed to impress the Sultan with an account that he was soon afterwards announced that he had been appointed Military Instructor to the Moroccan Army. That was about thirty years ago, and although he has adopted the life, costume, and customs of the Moors, the sturdy Kaid has remained British in interests and Scottish at heart. He is an alert, grey-haired man, of small stature, great courage, and much resource. One of the most daring of his exploits occurred when he was on the march with the late Sultan through the district inhabited by tribes of the Atlas. Worn out by fatigue, Melay Hassan died, and Kaid Maclean found himself in an embarrassing position. He knew that as soon as the death of the Sultan was announced claimants to the throne would spring up, any one of whom might succeed in establishing himself at Fez before the Kaid could reach it. So the body of the dead ruler was borne on its way with all the splendour and ceremony of state as though Mulay Hassan was still master of the restless empire. At last Fez was reached, and as soon as the rightful successor was proclaimed with the death of Mulay Hassan was announced, and Mulay Abd-Asis was proclaimed successor to his father. As commander-in-chief of the Moorish army Kaid Maclean received a salary of £7,000 a year and a palace in Fez, where he lived in Oriental magnificence. He was made a C.M.G. in 1898, and received his knighthood in 1901 when he was in England with the Moorish eunuchs.
A picturesque freebooter, a perpetual thorn in the side of the Maghzen, Raisuli has been called the Rob Roy of Morocco. His name is Melay Ahmed ben Mohamed ben Raisuli, and he is a direct descendant of the prophet through Mulay Idris founder of the Mohammedan empire of Morocco and first Sultan of the Idrisite Dynasty. A bandit by nature, his education at Tetuan could not tame his roving spirit, and he soon adopted cattle-raiding and brigandage as a career. He collected beneath his banner a notable band of raiders, whose doings struck terror into the districts they visited. A price was set upon his head, and he was betrayed by a friend, he was captured and sent to the dungeons of Morocco, where he spent four or five years. Once he managed to escape but was re-captured and again loaded with chains. Two years later the intervention of Mohammed el Torres secured his release. His faithful friend had become Governor of Tangier and taken possession of all his property. Failing to secure restitution by entreaties or threats, Raisuli again became a freebooter and established himself at Zinat. Here in June, 1903, he was being attacked by the Sheratien tribes, when some of his followers took prisoner Mr. Harris, the correspondent of the London newspaper, who was eventually released for fifteen of Raisuli's tribesmen who had fallen into the Sultan's hands. His next exploit was to capture in the following year Mr. Ian Fardis, a wealthy American, in Tangier, and his son-in-law, Mr. Varley. The British and American Governments sent warships to Tangier to demand the release of the captives.
Raisuli demanded £11,000 as ransom, the dismissal of the Governor of Tangier, the release of his own tribesmen then in prison, and his own appointment as Governor of all the districts round Tangier. With these extravagant terms the Moorish Government complied, and the

captives were free, after having been in the brigand's hands for over a month. It must be admitted that Raisuli made a strong Governor. No caravan was plundered within his jurisdiction, and even Mr. Fardis advised that he should be made Pasha of Tangier. But he carried things with too high a hand, and at last there was a demand from the European residents for his suppression. The Sultan sent an army against him, and Raisuli retired to a fortress which he had built on the hills above Tangier. Here he was again attacked, and driven as a fugitive to the mountains. He continued to struggle against his pursuers with varying success, until the Sultan, apparently growing tired of the game, sent Sir Harry Maclean to negotiate peace. The negotiations culminated in the kidnapping of the Sultan's envoy, as already related.

A MISSIONARY'S WAISTCOAT.

The *Hankow Daily News* recently reported how a missionary had prosecuted a Chinaman for stealing his fur-lined vest. The thief got three days' confinement.
The *Japan Chronicle* remarked thereupon that it seemed incongruous to find a Chinaman sentenced on the prosecution of a Missionary Society to the barbarous punishment of the cage for stealing a fur-lined vest.
A Christian correspondent at Kobe pointed out how unreasonable this was. "It surely cannot be contended (he wrote) that a Missionary Society, or its members or employees ought to allow itself to be robbed without bringing the offender to justice? Granting even that the punishment inflicted in this instance was too heavy—which seems, however, to the writer an exceptionally light one for China—it would seem that for this either the overseverity of the magistrate trying the case or the barbarity of Chinese law is to blame, but certainly not the Society."
The *Japan Chronicle* replied: "What our correspondent says cannot be contended, as, as a matter of fact, most strongly being contended by Raisuli, who, whatever his vagaries, is at least sincere and honest. Christian agents to square his practice with his creed. 'Tolstoy would say there was no doubt in such a case, 'He would put the Missionary Society to Luke vi. 29, 'him that taketh away thy cloak forbid not to take thy coat also.' As to appealing to the law Tolstoy contends that the injunction is equally clear, for after the command not to resist evil come the explicit words: 'And if any man will sue thee at the law, and take away thy coat, let him have thy cloak also.' (Matt. v. 40).—Ed."

CANADA AND JAPAN.

"NATAL ACT" PASSED IN BRITISH COLUMBIA.
Victoria (B.C.), Feb. 5.
The Bill introduced by the methods adopted in Natal for checking the immigration of Asiatics and consequently known as the "Natal Act," was passed by the British Columbia Legislature this afternoon.
The measure will be submitted to the Lieutenant Governor for signature to-morrow. It will be remembered that the Bill was passed by the Legislature once before, but disallowed by the Lieutenant Governor.

FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.
Apply by letter to—
B. E.,
Care of "Daily Press" Office.
Hongkong, 13th November, 1906. 359

NOTICE.

HOOSAIN-ALI & CO. beg to inform their Customers and the Public that a REAL CLEARANCE SALE at Cash Lowest Prices will be held in their Establishment from the 2nd to 14th March.
Inspection is cordially invited.

HOOSAIN-ALI & CO.,
25, Queen's Road Central, Under Hongkong Hotel.
Hongkong, 2nd March, 1908. 457

DAVID CORSE & SON'S
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THE NEW FRENCH REMEDY
TRADE THERAPION MARK

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THERAPION NO. 1 is a remedy, often a few days only, removes all discharges from the urinary organs, effectually hypersecretions, the use of which does not harm by laying the foundation of stricture and other serious diseases. Is desiccant, purifies the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind. It will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.
THERAPION NO. 2 is for the blood, cury, phlegm, and all the diseases of the blood, such as erysipelas, gonorrhea, and all diseases for which it has been too much a fashion to employ mercury, arsenic, etc., to the destruction of the system and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.
THERAPION NO. 3 for the constitution, imparts vitality, sleeplessness, and all the distressing consequences of early error, excess, residence in hot, unhealthy climates, etc. It possesses surprising power in restoring strength and vigor to the debilitated.
THERAPION is sold by the principal Chemists and Merchants throughout the world. Price in England 2/6 & 4/6. In ordering, state which of the three numbers is required, and observe above Trade Mark, which is a circular emblem with the word "THERAPION" as it appears on the British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Home Commissioners, and without which it is a forgery.
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CREME SIMON
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"Have found it very
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SHVON + POUDRE SIMON
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Chemin, Haidrestrasse, Parfumerie and Store.
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Medicinal Skin Soap
RECOMMENDED by eminent Dermatologists and adopted in the Paris Hospitals in the treatment of Ringworm, Acne, Psoriasis, Eczema and Skin diseases generally.
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N°10 is SCOTCH WHISKY
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INSPECTION INVITED.
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York Building, Chater Road.
Hongkong, 13th November, 1907. 137-2

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NAGASAKI.
CODE WORD: "DOCK."
A. I. A.R.C. and Engineering Code Used
NEW DOCK NOW OPEN.
DOCK No. 3.
Extreme Length... 722 feet.
Length on Blocks... 714 "
Width of Entrance on Top... 98 "
Width of Entrance on Bottom... 88 "
Water on Blocks at Spring Tide 34 "
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Extreme Length... 523 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 68 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide 22 "
DOCK No. 2.
Extreme Length... 571 feet.
Length on Blocks... 560 "
Width of Entrance on Top... 68 "
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Suitable for vessels up to 1,000 tons.
THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.
A LARGE STOCK of MATERIAL always kept on hand.
THE COMPANY has the powerful steamer "OUDA-MARU" (712 tons, 700 I.H.P. specially built for SALVAGE PURPOSES equipped with necessary gear, always ready for service.
Short Notice.

SHIPPING.

ARRIVALS.

FRUITION, Chinese str., 10th March—Canton.
 Fookwang, British str., 3,100, A. Mitchell,
 10th March—Canton, 21st Feb. via Straits
 and Singapore 3rd March; General—
 Jardine, Matheson & Co.
 Fookshing, British str., 1,423, H. Walker, 10th
 March—Wuhu and Chinkiang 6th March,
 Pass, Ground Nels. and Rice—Jardine,
 Matheson & Co.
 GORHEN, German str., 1,150, B. Wilhelm, 10th
 March—Yokohama 25th Feb. & Shanghai
 7th March; General—Molichers & Co.
 HANGCHOW, British str., 10th March—Canton.
 HONGKONG MARU, Japanese str., 3,447, E.
 Bent, 10th March—San Francisco 11th
 Feb. and Shanghai 7th March; General—
 Toyo Kisen Kaisha.
 KIANCHING, Chinese str., 1,002, Bressard,
 10th March—Chinkiang 6th March,
 General—Chinese.
 KWEIYANG, British str., 10th March—Canton.
 LECHOW, British str., 1,210, W. Baddley, 10th
 March—Lilo, 8th March, Sugar—
 Butterfield & Swire.
 MEEYONG, Chinese str., 1,333, J. McArthur, 10th
 March—Shanghai 7th March; General—
 Chinese.
 NERITE, Dutch str., 10th March—Canton.
 ONTARIO MARU, Japanese str., 1,125, Kumoto,
 10th March—Moj, 4th March—Coul—
 Herome.
 RAJAH, German str., 2,016, R. Petersen, 10th
 March—Bangkok 1st March, Rice and
 Wood—Butterfield & Swire.
 RUM, British str., 1,469, R. W. Almond, 10th
 March—Manila 13th March; General—
 Shewan, Tomes & Co.
 TOTOY MARU, Japanese str., 2,464, M. Win-
 cles, 10th March—Singapore 2nd March,
 General—Nippon Yusen Kaisha.
 TREMONT, American str., 6,195, Garlick, 10th
 March—Seattle via Port. 29th January,
 General—Dowdell & Co.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 10th March.
 Arabia, German str., for Portland.
 GORHEN, German str., for Europe, &
 Jacob Diederichsen, German str., for Swatow.
 Harlow, Chinese str., for Canton.
 Nerve, Dutch str., for Shanghai.
 Nubia, British str., for Singapore.
 Sochu Maru, Japanese str., for Swatow.

DEPARTURES.

10th March.
 AGAMEMNON, British str., for Singapore.
 AMIGO, German str., for Holland.
 BENDORA, British str., for Nagasaki.
 CATHERINE APGAR, Brit. str., for Singapore.
 CHOWANG, British str., for Swatow.
 HAICHING, British str., for East Port.
 KONGCHANG, German str., for Bangkok.
 KWANGSHI, British str., for Canton.
 SHANGHAI, British str., for Shanghai.
 SINGAPORE, British str., for Hongkong.
 TIAN, British str., for Manila.
 TUIMAH, Dutch str., for Shanghai.

SHIPPING REPORTS.

The British str. *Washing* reports: Fresh
 N. E. monsoon, moderate sea, cloudy weather.
 The British str. *Fookwang* reports: Fine
 weather throughout, strong N. E. breeze,
 experienced to Southeast of Gap Rock.
 The British str. *Lechow* reports: Monsoon strong
 with moderate to fresh gale and heavy sea and
 clear cloudy weather.

VESSELS IN DOCK.

March 10th.
 ANKERDEEN DOCKS—
 HOWLOON DOCKS—Neil Meloch, Persia,
 Sorogon, Loyal, H. M. S. Algeria, Stromberg,
 COSMOPOLITAN DOCKS—Laird, C. W. &
 Jelani, Onang.

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DOUGLAS STEAMSHIP COMPANY,
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"HAITAN."
 Captain J. S. Rose, will be despatched for
 the above Ports on FRIDAY, the 13th March,
 at 10 A.M.
 For Freight or Passage apply to
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 General Managers.
 Hongkong, 10th March, 1908. 516



AUSTRIAN LLOYD'S STEAM NAVI GATION COMPANY.

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 Calling at SINGAPORE, PENANG,
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 Capt. B. Bednarz, will be despatched as above
 on SUNDAY, the 16th March, at 4 P.M.
 This steamer has splendid accommodation for
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 For information as to Passage and Freight
 apply to
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For SHANGHAI, KOBE AND
 YOKOHAMA.

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"TOURANE."
 Captain Laurelin, will be despatched for the
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 March.
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 J. MILLET,
 Agent.
 Hongkong, 10th March, 1908. 2

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into four Sections commencing from Green Island. Vessels anchoring nearest "a" wharves are marked "1," nearest Hongkong "b" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "n," together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	FLAG & REG.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & C. VIA USUAL PORTS OF CALL...	MARMORA	Brit. str.	—	G. H. C. Weston, R.N.R.	P. & O. S. N. Co.	On 21st Inst., at Noon.
LONDON & ANTWERP.	GLORIOUX	Brit. str.	—	E. J. Stallard	McGREGOR BROS. & GOW	On 25th inst.
LONDON, ANTWERP & HAMBURG	MONMOUTHSHIRE	Brit. str.	—	Shewan, Tomes & Co.	McGREGOR BROS. & GOW	About 31st inst.
MANSEILLES, RE. VIA PORTS...	TOKIN	Jap. str.	—	Charbonnel	MESSAGIERIE MARITIME	On 17th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP	SANUKI MARU	Jap. str.	—	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 18th inst., at D'light
MARSEILLES, LONDON & ANTWERP	NUBIA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	About 11th inst.
MARSEILLES, PLYMOUTH, HAVRE & HAMBURG & C.	ROSENSTADEN	Ger. str.	k. w.	Porcelius	HAMBURG-AMERICA LINE	On 25th inst.
MARSEILLES, HAVRE & COPENHAGEN	CATHAY	Ger. str.	—	—	MELCHERS & Co.	End of March.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE & C.	TRANQUEBAR	Dan. str.	—	—	MELCHERS & Co.	Beginning of April.
ROTTERDAM & HAMBURG VIA STRAITS, & C.	AWA-MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 1st April, at D'light
HAVRE, BREMEN & HAMBURG VIA STRAITS, & C.	BRASILIA	Ger. str.	k. w.	Hnaee	HAMBURG-AMERICA LINE	On 15th inst.
NAPLES, GENOA, ALGERIA, GIBRALTAR & C.	SAMBIA	Ger. str.	k. w.	Müller	HAMBURG-AMERICA LINE	On 2nd April.
TRIESTE, & C. VIA SINGAPORE & C.	GOEREN	Ger. str.	—	B. Wilhelm	MELCHERS & Co.	To-day, at Noon.
NEW YORK VIA PORTS & SUEZ CANAL	VORWAERTS	Brit. str.	—	B. Bednarz	SANDER, WIELER & Co.	On 15th inst., A.M.
NEW YORK	SAINT PATRICK	Brit. str.	—	—	SHEWAN, TOMES & Co.	About 16th inst.
VANCOUVER VIA SHANGHAI JAPAN, & C.	WHY CASTLE	Brit. str.	—	—	DODWELL & Co., Ltd.	On 7th April.
VANCOUVER VIA SHANGHAI JAPAN, & C.	EMPEROR OF CHINA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	To-morrow, at 4 P.M.
VICTORIA (B.C.) & TACOMA VIA JAPAN	LEMON	Am. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 25th inst., at Noon.
VICTORIA, B.C. & SEATTLE, WASH. & C.	IYO MARU	Jap. str.	—	T. W. Garlick	DODWELL & Co., Ltd.	On 17th inst.
VICTORIA, B.C. & SEATTLE, WASH. & C.	KAGA MARU	Jap. str.	—	G. S. Laprak	NIPPON YUSEN KAISHA	On 17th inst., at 4 P.M.
CALLAO AN. IQUIQUE VIA JAPAN PORTS, & C.	KASATO MARU	Jap. str.	—	D. Mori	NIPPON YUSEN KAISHA	On 31st inst., at D'light
AUSTRALIAN PORTS VIA MANILA	TANAN	Jap. str.	1 m.	C. Lindbergh	TOYO KISEN KAISHA	First half of April.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	K. Homma	BUTTERFIELD & SWIRE	On 14th inst., at 4 P.M.
AUSTRALIAN PORTS VIA TIMOR, PORT DARWIN & C.	MANILA	Jap. str.	—	J. Minssen	NIPPON YUSEN KAISHA	On 20th inst., at Noon.
VLADIVOSTOK	ALDENHAM	Brit. str.	—	St. John George	MELCHERS & Co.	On 26th inst., at 5 P.M.
KOBE AND YOKOHAMA	NIRKO MARU	Jap. str.	—	T. L. Harrison	GIBB, LIVINGSTON & Co.	On 28th inst., at Noon.
YOKOHAMA AND KOBE	CUBOIA	Rus. str.	—	H. Frase	NIPPON YUSEN KAISHA	On 17th April, at Noon.
KAGASAKI, KOBE & YOKOHAMA	KAWAKURA MARU	Jap. str.	—	W. von Sendor	MELCHERS & Co.	On 21st inst., at D'light
JAPAN	PRINCE WALDEMAR	Jap. str.	—	T. Harrison	NIPPON YUSEN KAISHA	About 3rd April.
	NIRKO MARU	Jap. str.	—	Zwart	NIPPON YUSEN KAISHA	On 18th inst., at Noon.
	THODAS	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
	KWEIYANG	Brit. str.	1 m.	Dowson	BUTTERFIELD & SWIRE	On 14th inst., at 4 P.M.
	KALGAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
	SOBEU MARU	Jap. str.	—	T. Suruga	OSAKA SHOSHEN KAISHA	To-day, at 8 A.M.
	WAISHING	Brit. str.	—	Richard	JARDINE, MATHESON & Co., LD.	To-day, at Noon.
	HANGCHOW	Brit. str.	1 m.	Maylew	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
	PRINCESS ALICE	Ger. str.	—	G. Roth	MELCHERS & Co.	About 11th inst.
	TOTOY MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	To-morrow.
	LUCHOW	Brit. str.	—	H. Walker	BUTTERFIELD & SWIRE	On 14th inst., at 4 P.M.
	FOOKSANG	Brit. str.	—	Laucelin	JARDINE, MATHESON & Co., LD.	On 13th inst., at 4 P.M.
	FOCHOW	Brit. str.	1 m.	F. Northcombe	MESSAGIERIE MARITIME	About 16th inst.
	PERIA	Am. str.	—	G. Bertolo	BUTTERFIELD & SWIRE	On 17th inst., at 4 P.M.
	MAITA	Brit. str.	—	L. A. Peters	SANDER, WIELER & Co.	On 18th inst., A.M.
	CHYLAN	Frean. str.	—	Jouan	P. & O. S. N. Co.	About 20th inst.
	LANGBANK	Ger. str.	k. w.	W. W. Cooke, R.N.R.	J. MILLET	Quick despatch.
	PERA	Brit. str.	—	Bahle	HAMBURG-AMERICA LINE	About 24th inst.
	SILSIA	Ger. str.	k. w.	I. Sakurai	HAMBURG-AMERICA LINE	On 28th inst.
	DAIJIN MARU	Jap. str.	—	J. S. Roach	OSAKA SHOSHEN KAISHA	On 15th inst., at 10 A.M.
	LONGSANG	Brit. str.	2 h	S. J. Payne	DOUGLAS LAPEAIRE & Co.	On 14th inst., at 10 A.M.
	YUENSANG	Brit. str.	—	T. J. Mayne	JARDINE, MATHESON & Co., LD.	On 13th inst., at 10 A.M.
	ZAFIRO	Brit. str.	—	Rodger	JARDINE, MATHESON & Co., LD.	On 20th inst., at 4 P.M.
	RAIFONG	Brit. str.	—	R. Almond	SHEWAN, TOMES & Co.	On 21st inst., at Noon.
	BORNEO	Ger. str.	—	Mathias	SHEWAN, TOMES & Co.	On 28th inst., at Noon.
	CAPRI	Ital. str.	1 m.	F. Semblil	BUTTERFIELD & SWIRE	On 20th inst., at 4 P.M.
	YEOH SHI MARU	Jap. str.	—	Pedone	MELCHERS & Co.	End of March.
	KUTSANG	Brit. str.	—	B. Kon	CARLOWITZ & Co.	To-morrow, at Noon.
	ONSANG	Brit. str.	—	Bradley	NIPON YUSEN KAISHA	On 18th inst., P.M.
	TIMAH	Dut. str.	—	Rose Core	JARDINE, MATHESON & Co., LD.	On 17th inst., at Noon.
				de Brouwers	JARDINE, MATHESON & Co., LD.	On 19th inst., 3 P.M.
					JAVA-CHINA-JAPAN LINE	Quick despatch.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STAMERS	TO SAIL	REMARKS
MARSEILLES LONDON, and NUBIA	ANTWERP	About 11th March	Freight and Passengers.
SHANGHAI	MALTA	About 20th March	Freight and Passengers.
LONDON VIA USUAL PORTS	MARMORA	Noon, 21st March	See Special of Call.
SHANGHAI, MOJI, KOBE, PERA and YOKOHAMA	Capt. W. W. Cooke, R.N.R.	About 24th March	Freight only.

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 8th March, 1908

CHINA NAVIGATION CO., LIMITED.

FOR	STAMERS	TO SAIL
SHANGHAI	"HANGCHOW"	On 12th Mar., 4 P.M.
CHIEFOO	"KALGAN"	On 12th Mar., 4 P.M.
SHANGHAI	"LUCHOW"	On 14th Mar., 4 P.M.
NEWCHANG	"KWEIYANG"	On 14th Mar., 4 P.M.
MANILA ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART LAUNCESTON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"TSINAN"	On 14th Mar., 4 P.M.
SHANGHAI	"YOHOW"	On 17th Mar., 4 P.M.
CEBU and ILOILO	"KAIFONG"	On 20th Mar., 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duty qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates of all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
Hongkong, 11th March, 1908.BUTTERFIELD & SWIRE,
AGENTS.

HAMBURG-AMERIKA LINIE, HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA AND PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE	S.S. LANGBANK	22nd March
FOR SHANGHAI, YOKOHAMA & KOBE	S.S. SILESIA	29th March
FOR SHANGHAI, YOKOHAMA & KOBE	S.S. SENEGAMBIA	5th April
FOR SHANGHAI, YOKOHAMA & KOBE	S.S. BRISGAVIA	13th April
FOR SHANGHAI, YOKOHAMA & KOBE	S.S. SEGOVIA	14th April

For further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong-Office.

Hongkong, 6th March, 1908.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"GOEBEN"	Wedday, 11th Mar., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINCESS ALICE"	About Wed-day 11th March.
MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"MANILA"	Thursday, 26th Mar., at 5 P.M.
KUDAT and SANDAKAN	"BORNEO"	End of March.
YOKOHAMA & KOBE	"PRINZ WALDEMAR"	About Friday, 3rd April.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHER & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 5th March, 1908.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S SS.	LEAVING
SHANGHAI VIA SWATOW, AMOY and FOCHOW	"SOSHU MARU"	WEDDAY, 11th Mar., at 8 A.M.
TAMUI VIA SWATOW, AMOY and FOCHOW	"DAIJIN MARU"	SUNDAY, 15th Mar., at 10 A.M.

These Steamers have excellent accommodation for First and Second-Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 10th March, 1908.

T. ABIMA, Manager.

JAVA-CHINA-JAPAN LINE

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAHU	JAVA	First half of March	JAVA PORTS	Second half of March
TJIBODAS	JAVA	First half of March	JAPAN	First half of March
TJILATJAP	JAVA	Second half of March	JAVA PORTS	Second half of March
TJIPANAS	JAPAN	Second half of March	JAVA PORTS	Second half of March
TJIKINI	JAPAN	Second half of March	JAVA PORTS	Second half of March
TJILIWONG	JAVA	First half of April	JAPAN	First half of April

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LINE.

York Buildings, 1st Floor,
Hongkong, 1st March, 1908.

Telephone No. 375.

INDO-CHINA STEAM NAV. CO. LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STAMERS	TO SAIL
SHANGHAI	"WAISHING"	Wedday, 11th Mar. NOON.
SHANGHAI, YOKOHAMA, KOBE, MOJI	"FOOKSANG"	Friday, 13th Mar., 4 P.M.
MANILA	"LOONGSANG"	Friday, 13th Mar., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Tuesday, 17th Mar. NOON.
SINGAPORE, PENANG & CALCUTTA	"ONSANG"	Thursday, 18th Mar. 3 P.M.
MANILA	"YUENSANG"	Friday, 20th Mar., 4 P.M.

RETURN TOUR TO JAPAN AND BACK.

OCCUPYING 24 DAYS.

The steamers "KUTSANG" and "ONSANG" leave about every 3 weeks for Shanghai and Yokohama (via Inland Sea) returning via Kobe and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Choochoo, and Tientsin.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,
Hongkong, 11th March, 1908.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STAMERS.	SAILING DATES—1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	SANUKI MARU, Tons 6112	WEDDAY, 18th March, at Daylight.
PORT SAID, PENANG, COLOMBO, and PORT SAID	AWA MARU, Tons 6309	WEDDAY, 1st April, at Daylight.
VICTORIA, B.C. and SEATTLE, WASH.	IYO MARU, Tons 6320	TUESDAY, 17th March, at 4 P.M.
SHANGHAI, MOJI, KOBE and YOKOHAMA	KAGA MARU, Tons 6301	TUESDAY, 31st March, at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU, Tons 3818	FRIDAY, 3rd March, at Noon.
SHANGHAI and KOBE	NIKKO MARU, Tons 5539	FRIDAY, 17th April, at Noon.
NAGASAKI, KOBE and YOKOHAMA	TOTOMI MARU, Tons 5539	THURSDAY, 12th March, at Noon.
BOMBAY via SINGAPORE, COLOMBO	NIKKO MARU, Tons 5539	WEDDAY, 18th March, at Noon.
KOBE and YOKOHAMA	YEBOSHI MARU, Tons 4997	WEDDAY, 18th March, at Noon.
	KAMAKURA MARU, Tons 6120	SAURDAY, 21st March, at Daylight.

Cargo only.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

Hongkong, 8th March, 1908.

T. KUSUMOTO,
MANAGER.

CIE. DES CHARGEURS REUNIS, ROUND THE WORLD LINE.

S. S. "CEYLAN,"	Capt. JOUAN,
due here on or about SUNDAY, 15th March, will be despatched a few days later.	

THIS twin screw Steamer, 15,000 tons, is newly built and has superior accommodation for 1st Class Passengers. Only Single and Double Berth Cabin, each fitted with Electric Fans, Steam Heaters, Writing Table, Wardrobe, Drawing Room, Smoking Room, Hair Dressing Room, Laundry, Doctor and Stewards.

The Best Line to go to Japan and America in visiting Peking and North China.

REDUCED RATES OF PASSAGE AND FREIGHT.

For Further Particulars, apply to—

Hongkong, 7th March, 1908.

"GLEN" LINE OF STEAMERS.

For LONDON and ANTWERP.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.

33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 17th April, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO and IQUIQUE, via JAPAN (PORTS Karatsu, Kobe and Yokohama). With Liberty to call at Honolulu and Salina Cruz.

Steamers Tons

"KASATO MARU" 4,100 Sometime First half of April.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSUDA, Manager,
York Building.

Hongkong, 18th February, 1908.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

Capt. Hildebrandt, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office,
Hongkong, 4th March, 1908.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer.

FROM BOMBAY, COLOMBO, AND STRAITS

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex s.s. Moldavia.

From Persian Gulf ex B. I. S. N. and B. P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 11th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 5th March, 1908.

"BEN" LINE OF STEAMERS.

S.S. "BENDORAN."

FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 9th March, 1908.

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NAVIGAZIONE GENERALE ITALIANA

(Etorio and Rabatino United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"CAPRI"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 18th inst., or they will not be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 9.30 A.M.

No Fire Insurance has been effected.

CARLOWITZ & CO., Agents.

Hongkong, 9th March, 1908.

SHIPPING IN PORT.

STAMERS.
ANGHIN, German str., 1,001, C. Kumpel, 4th March—Saigon 28th February, Rice—Butterfield & Swire.
ARABIA, German str., 2,868, C. Neumann, 4th March—Portland 29th January, General and Flour—Portland Asiatic S.S. Co.
ASCOT, British str., 3,045, Booth, 4th March—Moji 29th February, Coal—Gibb, Livingston & Co.
BOURBON, French str., 997, Le Bail, 6th March—Saigon 2nd March, General—Chinese.
CAITNESS, British str., 2,222, Taylor, 6th March—Seattle 21st Jan., Mororan 25th Feb., Wheat—Rennie & Co.
CAPRI, Italian str., 2,718, Pedone Domenico, 8th March—Bombay 17th Feb. and Singapore 1st March, General—Carlowitz & Co.
CHIHU, British str., 1,158, J. Warack, 1st March—Haiphong Feb. 26th, Pakhoi 27th, and Hoihow 29th, Rice and General—Butterfield & Swire.

CLARA JENSEN, German str., 1,000, Jensen, 28th February—Saigon 23rd Feb., Rice—Jensen & Co.

COURTFIELD, British str., 2,874, Wiseman, 2nd March—Chingwato 25th Feb., General—Gibb, Livingston & Co.

EMPRESS OF CHINA, British str., 3,048, R. Arnold, R.N.R., 13th Feb.—Vancouver, B.C. 25th Jan. and Shanghai 11th Feb., Mail and General—Canadian Pacific Railway Co.

EMPRESS OF INDIA, British str., 3,032, E. Beetham, 9th March—Vancouver 18th Feb. and Shanghai 7th March, Mail and General—Canadian Pacific Railway Co.

FAUSANG, British str., 1,140, H. S. Malkin, 29th February—Saigon 23rd February, Rice and Timber—Jardine, Matheson & Co.

FRICHTING, Chinese str., 780, T. C. Gillespie, 4th March—Shanghai 1st March, General—Chinese.

HALLAND, Norwegian str., 1,076, R. Ransborg, 28th February—Daly, 21st Feb., Beans—Order.

HARGREAVES, British str., 999, Mawley, 5th March—Chinking 29th Feb., General—Butterfield & Swire.

HELLAS, German str., 1,553, J. Sach, 2nd March—Saigon 27th Feb., Rice—Steenensen & Co.

HOLSTEIN, German str., 1,103, A. Niejahr, 5th March—Touane 2nd March, Coal & Rice—Jensen & Co.

IMO MARU, Japanese str., 3,918, Wm. Thompson, 8th March—Japan and Shanghai 5th March, General—Nippon Yusen Kaisha.

ITHAKA, German str., 1,450, Vogeler, 4th March—Wuhu 26th February, Rice—Hamburg-Amerika Linie.

JACOB DIRDEBICHSEN, German str., 623, Hansen, 8th March—Pakhoi and Hoihow 7th March, General—Jensen & Co.

KALGAN, British str., 1,158, Lewis, 5th March—Wuhu and Chinking 29th February, General—Butterfield & Swire.

KWANGSI, British str., 1,228, A. Stott, 8th March—Wuhu 4th March, Rice—Butterfield & Swire.

KWEIYANG, British str., 1,044, M. Dowson, 6th March—Shanghai 3rd March, General—Butterfield & Swire.

KWONGSANG, British str., 1,428, W. Palmer-Baker, 29th Feb.—Shanghai Feb. 16th, via Swatow 19th, General—Jardine, Matheson & Co.

LOONGSANG, British str., 1,092, S. J. Payne, 9th March—Manila 6th March, General—Jardine, Matheson & Co.

LOTAR, German str., 1,337, Fr. Natzius, 18th February—Bangkok 6th February, Rice—Sander, Weller & Co.

MACHREU, German str., 966, Z. liner, 7th March—Bangkok and Swatow 9th March, Rice—Butterfield & Swire.

MANILA, German str., 1,108, F. Minssen, 8th March—Saigon 11th Feb. via Manila 5th March, General—Molochers & Co.

NERITE, Dutch str., 1,433, H. Westers, 7th March—Singapore 29th Feb., Oil in Bulk—Meyer & Co.

NISSEN MARU, Japanese str., Shikawa, 26th February—Saigon 20th February, Rice—Fukusei & Co.

NORDISKE, Danish cable str., 831, H. C. A. Petersen, 9th March—Shanghai 5th March—G. N. S. S. Co., Ltd.

NUBIA, British str., 3,544, F. J. Fox, 9th March—Yokohama 25th February, General—P. & O. S. N. Co.

ONSANG, British str., 1,739, R. Cox, 29th Feb.—Java 17th February, Sugar—Jardine, Matheson & Co.

PERSIA, British str., 2,744, A. Dixon, 11th Jan.—San Francisco 7th Dec. & Portland, Or., 15th Dec., Flour—O. & O. S. S. Co.

PHANANG, German str., 1,021, F. Bucking, 6th March—Saigon 29th February, Rice—Butterfield & Swire.

PONGTONG, German str., 908, W. B. Stühr, 6th March—Bangkok 24th February, Rice—Butterfield & Swire.

PROGRESS, Norwegian str., 1,671, T. Schjehvi, 25th February—Sandakan 19th February, Timber and Firewood—Wallem & Co.

PROMETHEUS, Nor. str., 1,024, O. Cornelissen, 3rd March—Bangkok 23rd Feb., Rice—Nippon Yusen Kaisha.

SANSEN, German str., 1,042, F. Schmalz, 5th March—Saigon 29th February, Rice and Paddy—Butterfield & Swire.

SOSHU MARU, Japanese str., 1,119, T. Suruga, 8th March—Shanghai via Fochow, Amoy and Swatow 7th March, General—Osaka Shosen Kaisha.

STANDARD, Norwegian str., 894, H. N. Bull, 1st March—Saigon 24th February, Rice and General—Wallem & Co.

TATSU MARU, Japanese str., 1,948, U. Kaseyasu, 9th March—Moji 3rd March, Coal and General—Chinese.

TINGHANG, British str., 1,400, E. M. Reynolds, 27th January—Yokohama 22nd Jan., Coal—Jardine, Matheson & Co.

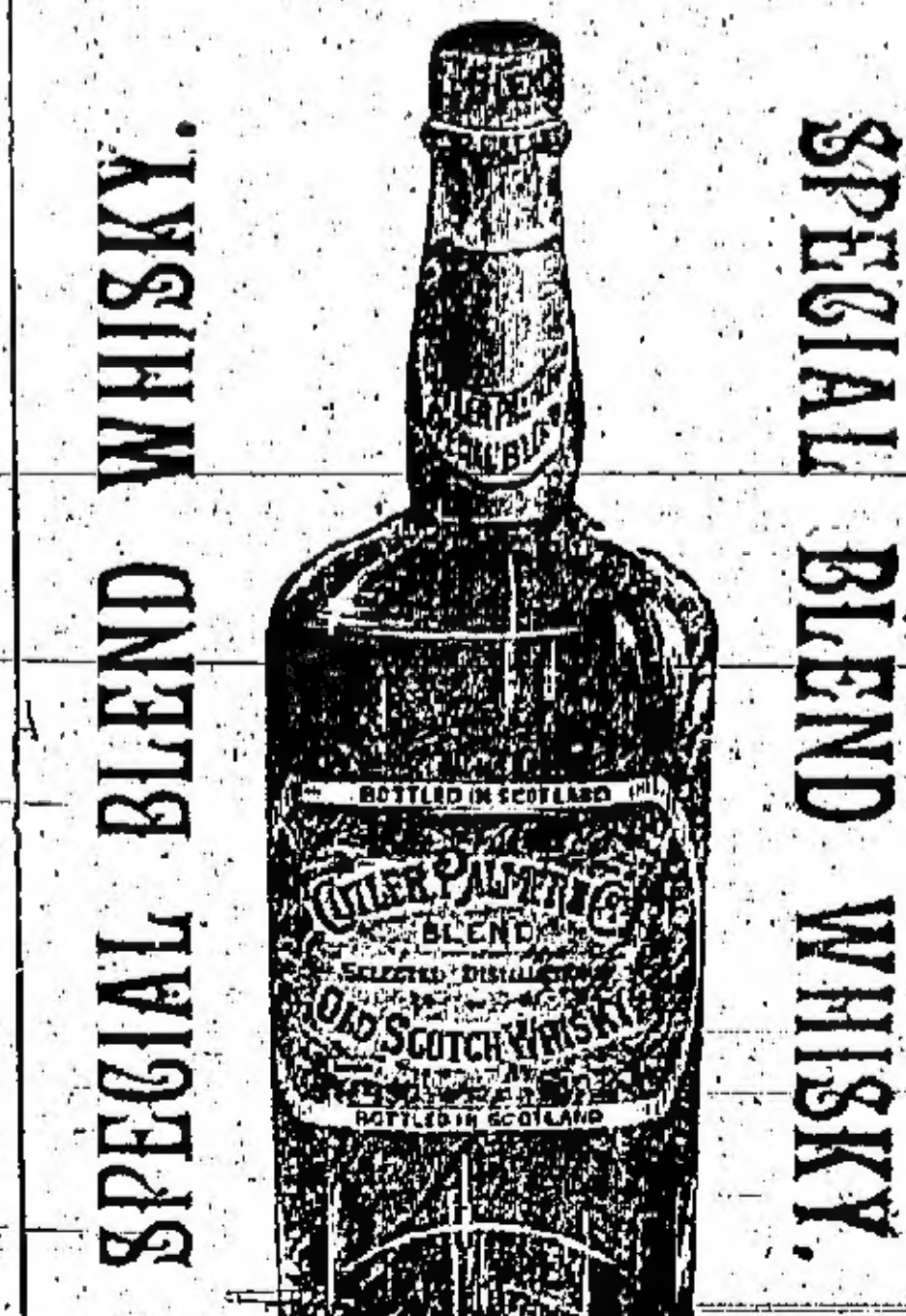
TROCAS, British str., Garrick, 10th February—Pulo Sambo 2nd Feb., Bulk Oil—Meyer & Co.

TSUBATA, German str., 996, O. Koch, 7th March—Bangkok and Kohatung 25th Feb., Rice and General—Butterfield & Swire.

WAISHING, British str., 1,170, W. F. Richard, 3rd March—Chinking 27th February, General—Jardine, Matheson & Co.

YERAN MARU, Japanese str., 2,392, K. Fujise, 8th March—Kuchino 2nd March, Coal—Mitsui Bussan Kaisha.

Cutler, Palmer & Co.'s



SHIPPERS
Cutler, Palmer & Co., London.
AGENTS
SIEMSEN & CO.,
HONGKONG.

